



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Amending Traffic Resolution 97-148 by Approving Traffic Control Modifications Resulting from Neighborhood Traffic Study in the Area Bounded by Ham Lane, Hutchins Street, Lodi Avenue, and Elm Street

MEETING DATE: November 6, 2002

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending Section 2 of Traffic Resolution 97-148 by approving the following traffic control modifications described below and shown on **Exhibit A**:

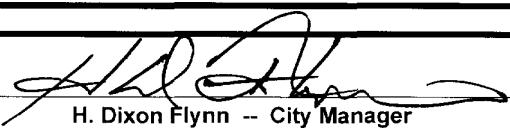
- Rose Street at Oak Street, yield to stop
- Avena Avenue at Oak Street, yield to stop
- Sunset Drive at Oak Street, yield to stop
- Orange Avenue at Oak Street, yield to stop
- Crescent Avenue at Walnut Street, two-way to multi-way stop

BACKGROUND INFORMATION: Based on public concerns and recent collisions, staff performed a neighborhood traffic study. The study area includes all two-way yield-controlled, one-way or two-way stop-controlled intersections bounded by Ham Lane (west), Hutchins Street (east), Lodi Avenue (south), and Elm Street (north). The results of the study indicated the ten intersections listed below and shown on **Exhibit B** had accidents or visibility concerns that suggested further investigation was needed. Citizen complaints were received on the intersections followed by an asterisk.

- Rose Street yields at Oak Street*
- Avena Avenue yields at Oak Street
- Orange Avenue yields at Oak Street
- Sunset Drive yields at Oak Street
- Oak Street stops at Hutchins Street*
- Oak Street stops at Crescent Avenue*
- Walnut Street stops at Crescent Avenue*
- Crescent Avenue stops at Pine Street*
- California Street stops at Pine Street
- Walnut Street stops at Ham Lane

Following staff's initial review, we convened a focus group consisting of neighborhood residents that had recently expressed traffic safety concerns. Engineering and Police Department staff hosted several meetings with the focus group. The constructive meetings outlined goals, concerns in the study area, and proposed measures to achieve the desired goals (**Exhibit C**). Several measures were implemented relatively quickly, such as increasing sign sizes and installing supplemental warning signs as indicated in **Exhibit D**. Measures proposed at this time are presented in **Exhibit E** and its attachment, **Exhibit H**, and include traffic control modifications and other measures to reduce accidents. Lastly, **Exhibit F** and its attachments, **Exhibit I**, **Exhibit J**, and **Exhibit K**, contain a list of other measures to be considered as

APPROVED:


H. Dixon Flynn -- City Manager

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required. These measures include additional traffic controls, "traffic calming" features for speed reduction, and the monitoring activities.


In addition to the focus group meetings, all residents in the study area were invited to a neighborhood public meeting held on October 2, 2002, to discuss neighborhood traffic concerns with City staff and the focus group members. The comments received from the meeting will be considered with other measures to be implemented in the future as needed (**Exhibit G**).

Recommendation - Based on the results of the neighborhood study, and as shown on **Exhibit A**, staff recommends City Council adopt a resolution amending Section 2 of Traffic Resolution 97-148 approving the following changes:

- Rose Street and Oak Street - yield control to stop control
- Avena Avenue and Oak Street - yield control to stop control
- Sunset Drive and Oak Street - yield control to stop control
- Orange Avenue and Oak Street - yield control to stop control
- Crescent Avenue at Walnut Street - two-way to multi-way stop

All other measures to be implemented per this communication can be performed at the direction of the Public Works Director and do not require City Council action.

FUNDING: Funding for the modifications shown from the Street Maintenance Account at an approximate cost of \$2,670.


for Richard C. Prima, Jr.
Public Works Director

Prepared by Paula J. Fernandez, Senior Traffic Engineer and
Rick S. Kiri, Senior Engineering Technician

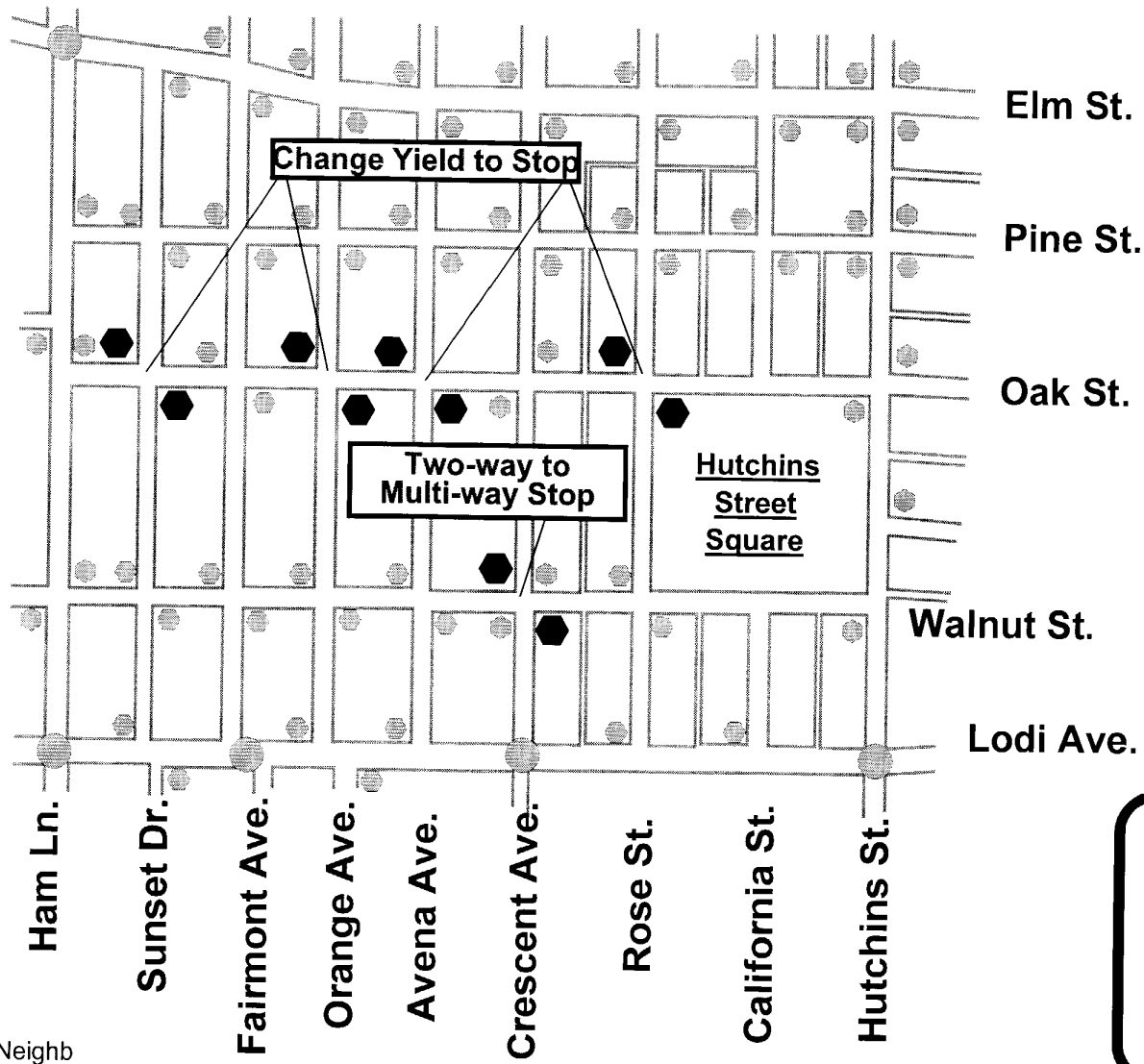
RCP/RSK/lm

Attachments

cc: Randy Hays, City Attorney
Jerry Adams, Police Chief
Mike Pretz, Fire Chief
Wally Sandelin, City Engineer
George Bradley, Street Superintendent
Charlene Lange, Community Center Director
Lodi High School Principal – Atterberry
Liberty High School Principal – Rivas
Paula Fernandez, Senior Traffic Engineer
Police Lt. Frank Grenko, Traffic Supervisor
Police Motor Officer Chuck Fromm
Carla Cole, Crime Prevention Officer
Frank Biglow, LUSD Police Services
Focus Group Members
Interested Citizens

NEIGHBORHOOD TRAFFIC STUDY

Proposed Measures



LEGEND

Traffic Control

- -Traffic Signal
- -Stop Sign

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Exhibit A

NEIGHBORHOOD TRAFFIC CONTROL STUDY

Intersection Accidents 1999 to Present



LEGEND

Traffic Control

- Traffic Signal
- Stop Sign
- Yield Sign

Traffic Accidents

- Right Angle
 - Left Turn VS Thru
- (number of accidents in symbol)

Traffic Volumes

865 vpd
vpd=vehicles per day

Prevailing Speeds

- 30 mph
- mph=miles per hour



October 2002
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Exhibit B

Exhibit C

NEIGHBORHOOD TRAFFIC STUDY

NEIGHBORHOOD'S GOALS

- Reduce speeding
- Reduce accidents
- Improve Pedestrian Safety
- Improve Visibility Problems
- Increase enforcement

NEIGHBORHOOD'S ISSUES/CONCERNS

- Crescent Avenue north of Lodi Avenue – Speeding.
- Crescent Avenue at Walnut Street – Failure to yield accidents and visibility problem for drivers and pedestrians caused by parked vehicles. High school students using Walnut Street as a short cut and speeding on Crescent Avenue.
- Crescent Avenue at Oak Street – Failure to stop accidents and speeding on Crescent Avenue.
- Ham Lane at Walnut Street – Failure to yield accidents due to heavy peak traffic crossing Walnut Street.
- Pine Street at Crescent Avenue – Failure to yield and stop accidents, occasional visibility problem.
- Hutchins Street at Oak Street – Cars cutting corner northbound to westbound since Hutchins Street was widened in front of the Community Center. Visibility problem with trees and parked cars. Difficult to cross.
- Rose Street at Oak Street – Failure to yield accidents due to existing yield controls.

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Exhibit C (cont.)

- Remaining three yields – Visibility problems, should be controlled by stop signs.
- Lodi Avenue at Ham Lane – Motorists using Sunset Drive north of Lodi Avenue as a short cut and speeding to avoid the “Right Turn on Red” sign restriction.
- Lodi Avenue at Fairmont Avenue – Motorists running the red lights.
- Hutchins Street, Ham Lane, Pine Street, Oak Street, Walnut Street, Lodi Avenue – Speeding and/or additional enforcement needed.
- Ham Lane at Oak Street – Visibility problem from Oak Street onto Ham Lane.
- Hutchins Street at Walnut Street – Visibility problem from Walnut Street eastbound onto Hutchins Street.
- Ham Lane – Long delays for residents accessing driveways.
- All Neighborhood Streets – Noisy vehicles/ motorcycles.
- All Neighborhood Curb Corners – Improve handicap accessibility.
- General - Traffic complaints for traffic engineering improvements discussed with the Police Department should be forwarded to Public Works Department.
- General – Motorists are running the stop signs in the neighborhood.

Exhibit D
RECENTLY IMPLEMENTED MEASURES

- **Oak Street & Hutchins Street** – This intersection had the highest number of accidents in the study area. The most common type of accidents at this intersection were failure to yield accidents. The results of our field reviews indicated that parking demand on Hutchins Street near Oak Street was minimal and none of the accident reports reviewed indicated that parked vehicles were a factor in the accident. However, concerns have been expressed that the palm trees at the northwest corner were creating a visibility problem. Staff's observations indicated that drivers can move forward and see around the trees without having to place the front of the vehicle into the travel lane. Based on the failure to yield accidents, in June of 2002, signs warning drivers on Oak Street that Hutchins Street traffic does not stop were installed. Since their installation nearly 5 months ago, 1 right angle failure to yield accident has occurred at this intersection.
- **Crescent Avenue & Pine Street** – The most common type of accidents at this intersection were failure to yield accidents. There were also a small number of failure to stop accidents. Based on field observations and comments received, it was suspected that the failure to yield accidents were likely caused by drivers perception the intersection to be a multi-way stop. This perception is understandable since the crosswalk bars located across Pine Street would act as stop bars if a traffic control was present. Based on these factors, in June of 2002, signs warning drivers on Crescent Avenue that Pine Street traffic does not stop were installed, and the crosswalk across the east leg of the intersection was removed to alter the appearance of the intersection. Larger stop signs were also installed based on some failure to stop accidents. Since these modifications were performed nearly 5 months ago, no accidents have occurred at this intersection. In the past 3-1/2 years there has been, on the average, one accidents every 4-1/2 months at this location.
- **Oak Street & Crescent Avenue** – The most common type of accidents at this intersection were failure to stop accidents. Our field review of this intersection found the signs are not obstructed and are clearly visible. Based on our suspicion that some drivers on Oak Street are not expecting to have to stop at Crescent Avenue because it is the only controlled intersection on Oak Street between Ham Lane and Hutchins Street, in June of 2002 larger stop signs were installed. Since their installation, nearly 5 months ago, 1 accident has occurred at this intersection.
- **California Street & Pine Street** – The most common type of accidents at this intersection were failure to stop accidents. Our field review of the intersection indicated no obstructions affecting the visibility of the stop signs; however, portions of the intersection are shaded by trees during the day. Based on the failure to stop accidents, larger stop signs were installed in June of 2002. Since the installation, nearly 5 months ago, 1 accident has occurred at this intersection.

Exhibit E
PROPOSED MEASURES

-Convert Yield to Stop-

- **Rose Street & Oak Street** – A review of this intersection indicated there are fixed objects at the corners, that could be affecting the motorist's visibility as they approach the yield signs on Rose Street at Oak Street. Based on this factor, staff recommends the conversion from a yield at Rose Street to a stop control at this intersection.
- **Avena Avenue & Oak Street** – A review of this intersection indicated there are fixed objects at the corners, that could be affecting the motorist's visibility as they approach the yield signs on Avena Avenue at Oak Street. Based on this factor, staff recommends the conversion from a yield at Avena Avenue to a stop control at this intersection.
- **Sunset Drive & Oak Street** – A review of this intersection indicated there are no fixed objects located close enough to the intersection to affect the visibility of approaching vehicles on Oak Street while approaching the yield sign on Sunset Drive. Although no visibility problems were observed at the intersection, the accident review supports the conversion from a yield to stop control. Based on these factors, staff recommends the conversion from a yield to a stop control at this intersection.
- **Orange Avenue & Oak Street** – A review of this intersection indicated there are no fixed objects located close enough to the intersection to affect the visibility of approaching vehicles on Oak Street while approaching the yield sign on Orange Avenue. Also, reports indicate that there is not an accident problem at the intersection. Although these factors indicated a stop control is not needed at this time, if Council approves the three preceding yield to stop conversions, this will be the only remaining yield controlled intersection in the study area. Based on this factor and the minimal effect the change from a yield to stop will have on traffic flow, staff does not object to the conversion to stop control.

-Convert Two Way to Multi Way Stop-

- **Walnut Street & Crescent Avenue** - The most common type of accident at this intersection were failure to yield accidents. While warning signs advising drivers stopped on Walnut Street that motorists on Crescent Avenue do not stop were considered, no evidence was found that drivers were perceiving the intersection as a multi-way stop. In fact, accident data indicated that the several accidents at this intersection involved high school aged drivers and occurred at times associated with Lodi High. There have also been concerns expressed, and confirmed by staff that when stopped on Walnut Street, there are occasionally vehicles parked on Crescent near the intersection that affect the ability to see Crescent Avenue traffic. None of the accident reports at this intersection indicated that visibility was a contributing factor.

Since a multi-way stop control is the most restrictive type of traffic control because all traffic is required to stop at the intersection at all times, they should only be used at locations where the installation is justified. For statewide consistency, State of California Department of Transportation (Caltrans) guidelines are used. These guidelines consider traffic volumes and accidents subject to correction with the installation of a multi-way stop. The guidelines also recommend that traffic volumes be approximately equal on the intersecting streets. When volumes on intersecting streets are diverse, drivers on the major street loose respect for the stop due to the lack of opposing traffic and may tend to roll through the stop. Although there have been sufficient accidents at this intersection to consider a multi-way stop control, based on the visibility concerns at this intersection staff reviewed the feasibility of restricting parking on Crescent Avenue near the intersection to improve visibility before considering a multi-way stop. However, based on the amount of restricted parking needed to improve visibility and concerns for street parking due to the lack of on-site parking in this established neighborhood, staff is not opposed to the installation of a multi-way stop control at this intersection.

Exhibit E (cont.)
PROPOSED MEASURES

-Other Measures-

- **Oak Street stops at Crescent Avenue** – Based on failure to stop accidents occurring at this intersection, larger stop signs were installed as a recently implemented measure described in Appendix 1. Although no accidents have occurred at this intersection since the larger signs were installed, there were concerns that additional warning signs should be installed. Based on these concerns, signs warning drivers they are approaching the stop sign and/or that cross street traffic does not stop will be installed.
- **Crescent Street between Walnut Street and Oak Street** – Based on speeding concerns on Crescent Avenue north of Lodi Avenue, requests have been made to install additional stop signs and pavement legends denoting the 25 miles per hour speed limit between Walnut Street and Oak Street. Also, since the portion of Crescent Avenue south of Lodi Avenue, has a speed limit of 35 miles per hour, the additional signs were requested to remind drivers of the lower speed limit north of Lodi Avenue. Staff will be installing these signs and markings and measuring speeds after installation, to determine their effectiveness in reducing speeds.
- **Oak Street stops at Hutchins Street** – After the west side of Hutchins Street between Walnut Street and Oak Street was widened, the crosswalks were re-aligned placing eastbound drivers on Oak Street in a position further back from Hutchins Street. Although drivers can pull up into the intersection after stopping to see cross street traffic, there were concerns of being struck by drivers turning left onto Oak Street from northbound Hutchins Street. Based on this factor, the crosswalks will be re-aligned closer to the location they existed prior to the widening of Hutchins Street. The re-alignment may include a future extension of the curb on the southwest corner which will reduce the distance pedestrians walk to cross the street (**Exhibit H**).
- **Crescent Avenue stops at Pine Street** – Based on failure to yield accidents occurring at this intersection, warning signs indicating that cross street traffic does not stop were installed and the crosswalk across the east leg was removed as a recently implemented measure described in Appendix 1. Although, no accidents have occurred at this intersection since the warning signs were installed and the crosswalk was removed, there were continued concerns that a multi-way stop should be considered. However, based on the lack of accidents since the improvements were made, it was determined that the intersection should be monitored prior to the consideration of a multi-way stop control.
- **Walnut Street at Ham Lane** – The most common accident at this intersection were failure to yield accidents. Our accident review indicates that the majority of these accidents involved high school students. A multi-way stop control at this intersection is not recommended due to the high volumes on Ham Lane compared to Walnut Street. A stop on Ham Lane would create unwarranted congestion and affect traffic flow through the signal at Lodi Avenue. A multi-way stop is also in effect 24 hours a day, even though traffic problem from the school occurs during a few short periods during the day.

Based on accidents and field observations it was determined that Lodi High School students are using Walnut Street as a short-cut to get to lunch destinations on Lodi Avenue and on Hutchins Street and when leaving at the end of the school day. In an effort to get this traffic off of Walnut Street and onto Lodi Avenue, we are considering a right turn only restriction placed on the Walnut Street at Ham Lane. We have discussed this restriction with the school and they are not opposed to a review of this measure. Unless City Council objects with the consideration of a right turn only restriction, staff will review the proposal with those affected by the restriction and return to City Council at a future meeting with the results.

Exhibit F
FUTURE MEASURES AS NEEDED

- **Crescent Avenue Speeding** – Following the installation of more 25 miles per hour signs and pavement markings, staff will be reviewing vehicles speeds to determine the impact of the additional signs. In the event the additional speed limit signs do not reduce speeds to an acceptable level, the need for “traffic calming” features will be reviewed. Traffic calming consists of altering the roadway appearance to reduce vehicle speeds without use of multiple traffic controls such as stop signs. The features reviewed range from striping narrower travel lanes with bike lanes to the construction of features such as midblock and intersection chokers. Examples of traffic calming features considered are attached as **Exhibits I, J, and K**. Although striping narrower lanes can be performed fairly inexpensively (\$4,000), costs to construct midblock or intersection chokers and provide adequate street drainage can be \$25,000 to \$100,000.

The concern expressed with the installation of bike lanes were that bicyclists would have to use the bike lanes if provided; however, the Police Department has determined that in residential districts, bicyclists may ride on the sidewalk even when bike lanes exist. The major concerns with midblock and intersection chokers are the high costs and that they require the elimination of some street parking. Other concerns are that chokers placed passing vehicles close to each other and bicycles and vehicles would have to share the narrow conditions within the choker. Based on these factors, it was determined to wait until the effect of the additional speed limit signs was evaluated before considering these traffic calming features.

Exhibit G lists all the public comments city staff received from the neighborhood. Any comments not addressed in this study will be incorporated in future projects.

**Neighborhood Traffic Study
Public Meeting Comments
October 2, 2002**

Street	Comments	Receive Future Information
Sunset Drive	We receive speeding traffic on S. Sunset (mostly by H.S. students) when the traffic light @ Lodi Ave. and Ham is red - preventing a right (north) turn onto Ham. The stop sign @ Walnut has helped somewhat. Additionally, I witness many vehicles going through a red light on Lodi Ave @ Fairmont.	Yes
Sunset Drive	No left turn @ Walnut to Ham is a great idea. 4-way stop @ Crescent and Walnut great idea. More traffic patrol near Rose/Walnut at the beginning and end of school day at Liberty to stop illegal parking and "u" turns.	Yes
Crescent Avenue	The two stop signs at Oak and Crescent should have "cross traffic does not stop" like the one at Crescent/Pine	Yes
Avena Avenue	We object to removal of any crosswalks! All intersections should have 4-way crosswalks in this area!	Yes
Sunset Drive	I have concerns over the lack of visibility at Oak/Hutchins. Eastbound on Oak-fast moving traffic southbound on Hutchins. There is also limited visibility while pulling onto Ham from Oak. I agree with other findings and recommendations.	Yes
Walnut Street	Thank you for your pro-active approach to remedy unsafe conditions in this neighborhood. I am especially supportive of your recommendation for the corner of Crescent Avenue/Walnut Street. Way to go!	Yes
Walnut Street	Supports multi-way at Crescent/Walnut.	
Rose Street	I think there are enough signs up now. The drivers do not read so do not act accordingly. They forget the vehicle code. On corner lots, high shrubs should be no more than 24" inches high. I agree with Exhibit C Oak Street/Hutchins Street.	Yes
Sunset Drive	Yes - stop sign Sunset/Lodi Ave. It takes me 5 min. to get out of my garage (Lodi Ave). This street (Lodi Ave.) needs to be monitored. It is a race track at certain times of the day.	Yes
California Street	Install stop signs on Pine at Crescent to slow down Pine traffic from Hutchins to Ham. Very fast. Try crossing the street walking - nobody stops. Need L.P.D. to set radar to get speeders. Also a stop sign on Ham/Pine to slow down traffic. Glad you are working on this problem. Bike lanes are great. Let people know that the center lane on Lodi Ave is for turning, not passing.	Yes
Walnut Street	We agree with Exhibit A because our house has been hit. We would like to see a stop sign on Crescent/Oak. Traffic speeds are high due to the long stretch between Walnut and Oak. Traffic now on Walnut may use Oak due to placing a right turn only at Ham on Walnut. We agree with all other measures.	Yes
Oak Street	Suggest a stop sign on Oak, corner of Orange. There is a need to slow traffic between Ham and Crescent on Oak. This is probably true on Walnut. The corner of Oak and Hutchins should be a 4-way stop. If cars are parked on Hutchins (west side), it is impossible to see north or south unless you creep out beyond corner.	Yes

Exhibit G

**Neighborhood Traffic Study
Public Meeting Comments
October 2, 2002**

Street	Comments	Receive Future Information
Orange Avenue	1) Always obstructions on Crescent and Walnut either SUVs or trucks -can't see. 2) Hutchins at Oak - impossible to cross Hutchins on Oak Street. I always go a different way. 3) Yield signs should be changed to stop signs. 4) Should be a stop sign on Crescent at Walnut. I'm thankful something is being done.	Yes
Walnut Street	1) During the 37 years we have lived in our house, we've seen so many accidents at W. Walnut and Crescent. A four-way stop would probably save lives in the future. 2) Cars parked on the west side of the street at Hutchins and W. Walnut make for a blind left (north) turn from West Walnut Street onto Hutchins. Possible solution - eliminate the last two parking spaces on Hutchins. A lot of traffic comes from Hutchins Square.	Yes
Crescent Avenue	It greatly pleases me to see attention and proposals for the intersection of Oak St. and Crescent Ave. In the near 2 years in which I have resided in my home at this intersection, I have witnessed frequent running of the stop signs going east and west, have seen the aftermath of numerous collisions and incredible speeds going in the north and south directions. Action is imperative to protect the safety of drivers and pedestrians in this neighborhood that is reflective of quietness and tranquility. I admonished a Lodi police officer at a public gathering when I broached the topic of this intersection and the need for more safety measures, when he actually stated that it often takes a death in order to get these needed measures. I told him that was an unacceptable statement, that preventive measures need to be taken before a death results. Note: At meeting, she indicated she wanted "Cross Traffic Does Not Stop".	Yes
Walnut Street	It will please me very much to have a four-way stop on this corner of Crescent and Walnut. I have resided on the southeast corner for 55 years. As the city has grown, this corner has become collision corner. Too many vehicles are parked too close to the intersection. We have complained before when accidents occur, but were told there had to be a certain number of accidents before anything could be changed. I'm happy to hear that maybe something will be done. Not to hear the sound of a crash or squealing brakes will be much appreciated.	
Orange Avenue	We are in favor of all proposed measures of focus group's proposed measures, Exhibit A. Is there any way that the southbound traffic parked at the corner of Hutchins and Oak could be limited to four cars north as one has to come out into the intersection (going east on Oak) to see if traffic is coming from north to south on Hutchins? It is extremely dangerous. Could the curb be painted red (west side)?	Yes
Ham Lane	1) Switching and/or increasing the number of travel lanes to create two northbound lanes and one southbound lane from Lodi Avenue to Elm Street. This would most likely eliminate on-street parking for those residents. 2) Widen Ham Lane from Lodi Avenue to Oak Street to match right of way width with Ham Lane further north to create an additional lane, if feasible. 3) Upgrading the sidewalks to current standards on the east side of Ham Lane from Lodi Avenue to Oak Street.	Yes

**Neighborhood Traffic Study
Public Meeting Comments
October 2, 2002**

Street	Comments	Receive Future Information
Rose Street	As constant walkers, my wife and I rue the day the last crosswalk disappears. Traffic going west on Pine most average over 40 mph, just a few hundred feet from Hutchins. Why not a stop on Pine, and one or two crosswalks? I can't believe crosswalks encourage running stop signs, but they do give us some opportunity to safely leave the block we live on.	Yes
Sunset Drive	Hutchins Street at Oak Street: change two-way stop to four-way stop. Visibility is bad due to parked vehicles and traffic is going fast on Hutchins. Hutchins Street Square patrons need a safer four-way stop to cross Hutchins also. Crosswalk realignment would be a waste of funds. A four-way stop is what is needed for both motorist and pedestrian safety.	Yes
Orange Avenue	1) I agree with changes from yield to stop on Orange at Oak. 2) The change on Oak and Hutchins is unclear. When traveling east on Oak, it is nearly impossible to see an adequate distance north on Hutchins to cross Hutchins safely. I do not know what change can be made but perhaps the trees can be removed and, if not already there, no parking be posted. 3) The corner of Orange and Lodi is also difficult when traveling south on Orange because of the parking on the north side of Lodi Avenue. It makes it nearly impossible to see when the furniture store truck is parked in the spot closest to Orange. My suggestion would be to eliminate one or two spots next to Orange.	Yes
Rose Street	All 4 items are good. Go for it.	
Hutchins Street	I recommend installing the traffic safety devices as outlined in the info received.	Yes
Walnut Street	I agree with the conclusions of the neighborhood traffic study and the plans to enact them. Furthermore, I would like to add that the noise from certain types of motor vehicles is increasing.	Yes
Walnut Street	Stop sign at Orange and Walnut; speed bumps installed along Walnut - Crescent to Ham; more police on streets along Walnut and Crescent before school, at lunch time and after school. Write lots of citations.	Yes
Fairmont Avenue	1) Fairmont Avenue and Lodi Avenue intersection. Westbound vehicles frequently fail to yield to red light. A horizontal support should be installed across the intersection with a traffic light facing east that is clearly visible from west bound lanes and left turn lane. In the alternative, a large sign on the north side of Lodi Ave alerting westbound vehicles a stop light is ahead. 2) Hutchins Street at Oak Street: The proposed changes do not appear to alleviate poor visibility for eastbound vehicles on Oak Street attempting to see southbound vehicles on Hutchins Street. The curb on the west side of Hutchins Street north of Oak Street should be painted red and "No Parking" signs installed for at least 100 feet going north. The removal (and relocation) of the palm tree on the northwest corner of this intersection should be considered for better visibility.	Yes

**Neighborhood Traffic Study
Public Meeting Comments
October 2, 2002**

Street	Comments	Receive Future Information
Avena Avenue	Crescent at Walnut: Agree to multi-way stop & crosswalks. Crescent at Oak: Agree to cross traffic does not stop but feel stop ahead is not worth the effort. Ham at Walnut: Agree to right turn only. Crescent Avenue Speeding: Additional signs will be ignored; suggest installation of speed humps. Lodi at Ham: Increase enforcement.	Yes
Orange Avenue	Our concern has always been the speeders at lunch and after school on Walnut. We are pleased to note no further accidents at our corner since stop signs were placed on Orange, instead of the previous yield signs which do not help.	Yes
Elm Street	I'm for to improve safety. The larger stop signs are good, etc. Painting on street keep up too.	Yes
Fire Dept.	Traffic humps or bumps are very destructive to fire apparatus. Even at low (< 10mph) speeds, the traffic bumps jar fire apparatus causing considerable damage. Other traffic calming devices should be used.	
Pine Street	The problem is on Pine from Hutchins to Ham. People are speeding by the time they leave Hutchins. One block away they're doing 40 to 50 mph. Even the cops and fire department. They need a stop sign or light (4-way) on Crescent to slow down traffic and a stop light on Pine and Ham. By making Walnut a right turn only it's going to be harder to turn on to Ham from Pine (more traffic). No one stops at the stop signs on California and Pine heading south, including the cops and volunteers.	Yes
Hutchins Street	Hutchins and Oak: The stop line for the eastbound vehicles is at least 10 feet from the actual road since Hutchins at that intersection narrows to the north of Oak Street. The large palm tree on the northwest corner of Oak and Hutchins also contributes to the blind area there, and removal would seem like the easiest fix to the problem. Walnut and Rose: This street seems to be a race track at lunch and after-school hours since it comes straight from Lodi High. I believe a four-way stop would be a perfect fix for that intersection.	Yes
Hutchins Street	We are very much in favor of all recommended measures. We use the park on the corner Rose and Oak daily. We feel this is a safety issue for our parents and children.	Yes
Oak Street	Concur with changes to stop signs where yield signs were formerly. Greatest concern is speeding westbound on Oak to Ham Lane after vehicles stop at Crescent.	Yes
Crescent Avenue	"Cross Traffic Does Not Stop" signs at all corners without stop signs on Crescent and on Walnut and Rose. Four-way stops at Walnut and Crescent is paramount. Consider one-way streets on Oak and Walnut in this area.	Yes
Crescent Avenue	We have witnessed several car accidents in front of our home at Crescent and Walnut; a few have involved youth from lunch hour. We feel strongly about the need for a lower speed limit and four-way stop on Crescent and Walnut. There is so much traffic at all times of day. Most drivers speed down our street.	Yes

**Neighborhood Traffic Study
Public Meeting Comments
October 2, 2002**

Street	Comments	Receive Future Information
Crescent Avenue	Anything that you could do would be greatly appreciated as she (primary resident) is almost totally blind. I think this would help her.	Yes
LUSD	The study area lies completely within the boundaries of Washington School, Lodi Middle School, and Lodi High. There are no immediate issues with the proposed solutions relative to the elementary and middle grades; however, the changes proposed for Walnut Street will impact Lodi High School traffic, potentially resulting in the creation of new problems at other intersections. In all cases, the District will work with the City to inform parents and students of changes.	
Crescent Avenue	Concerned about speeding problem on Crescent Avenue & accidents on Crescent Avenue. Multi stops are not for speeding (according to studies) but Crescent has many accidents so maybe multi stops will help that problem.	Yes

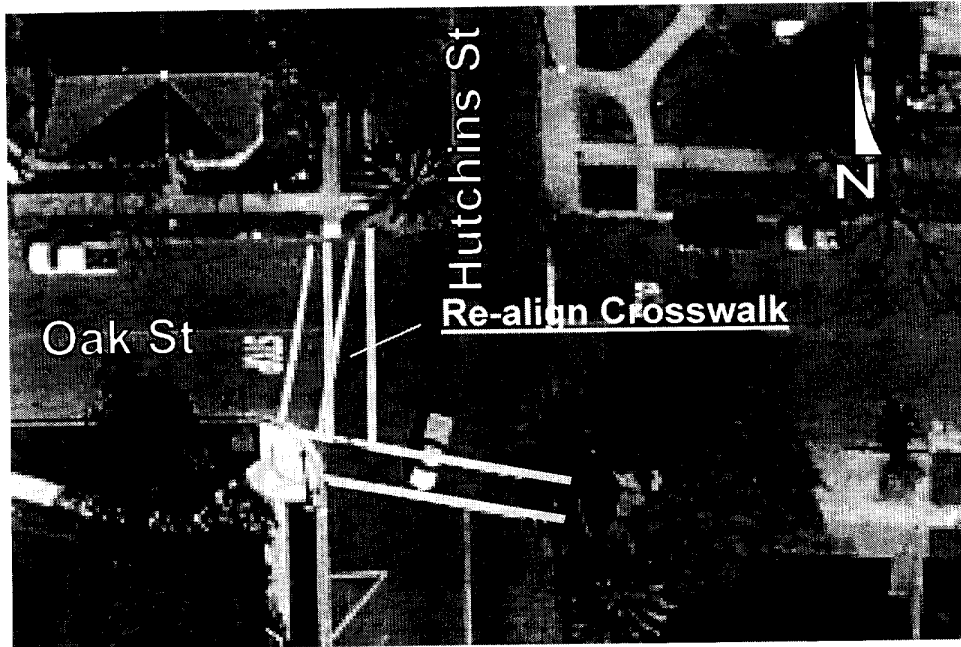


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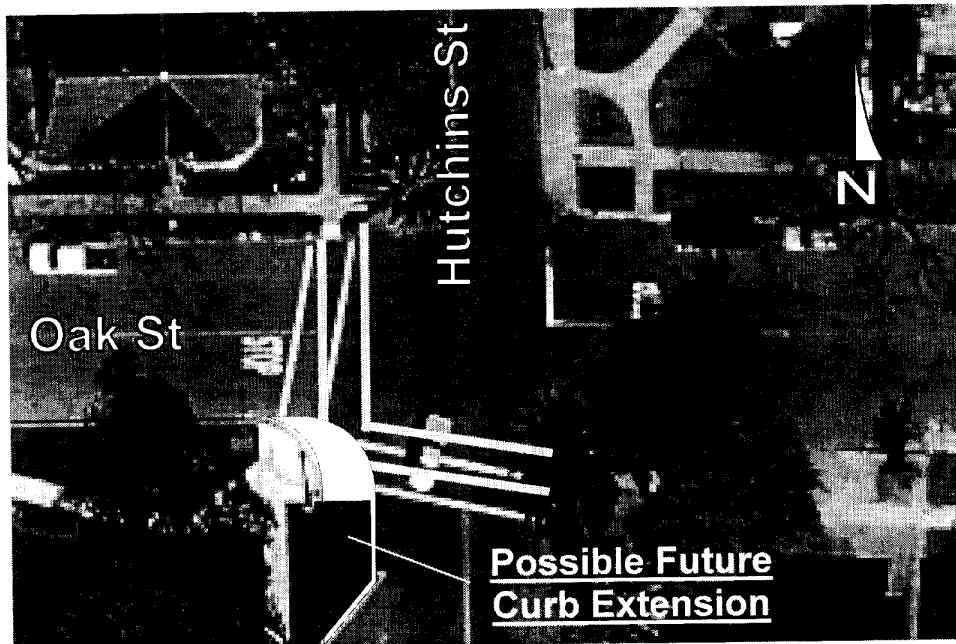
PUBLIC WORKS DEPARTMENT

Oak St & Hutchins St

Crosswalk Re-alignment
for Left Turns



Proposed Crosswalk Re-alignment



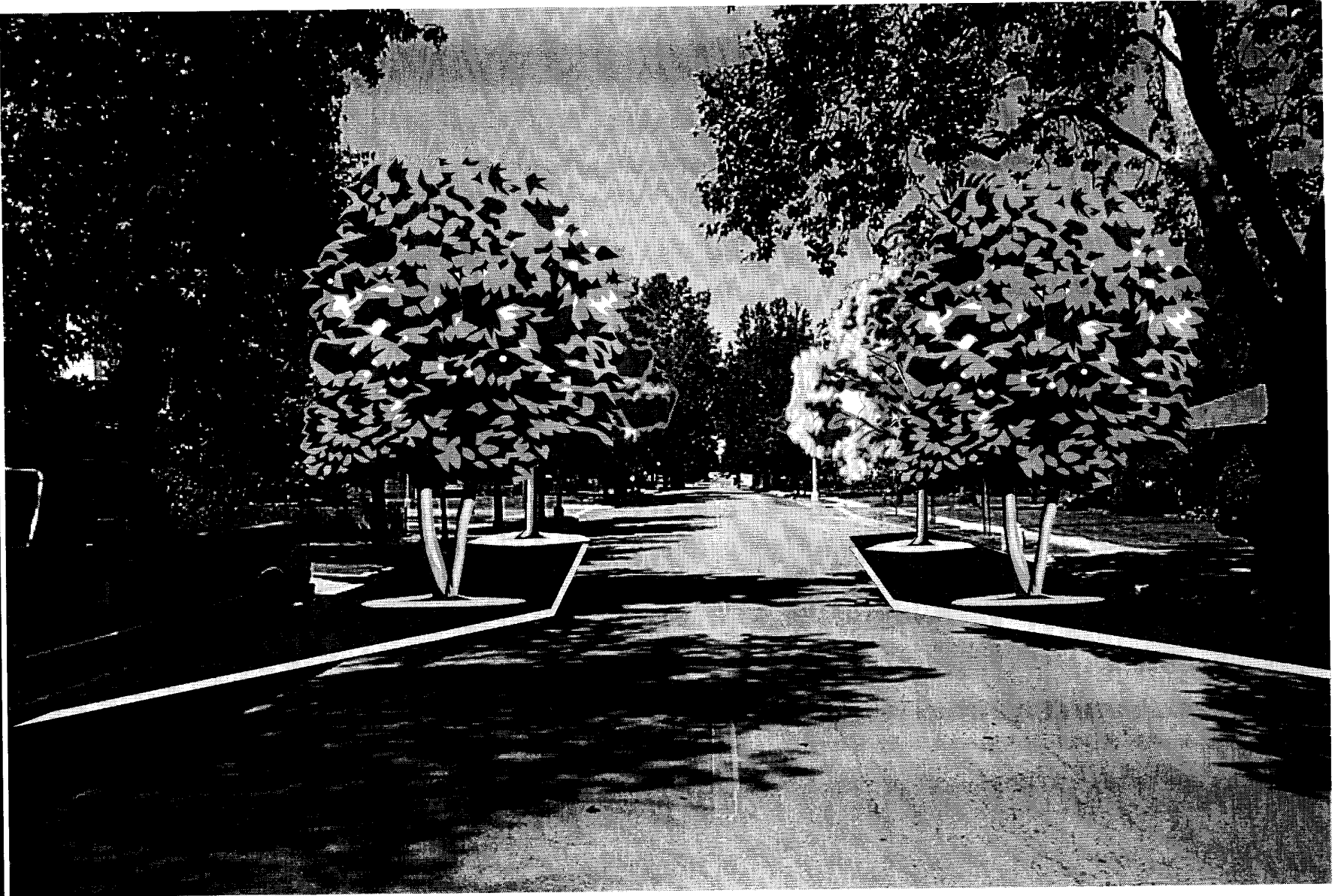
**Crosswalk Re-alignment with
Possible Future Curb Extension**



Bike Lanes with Narrow (9') Travel Lanes

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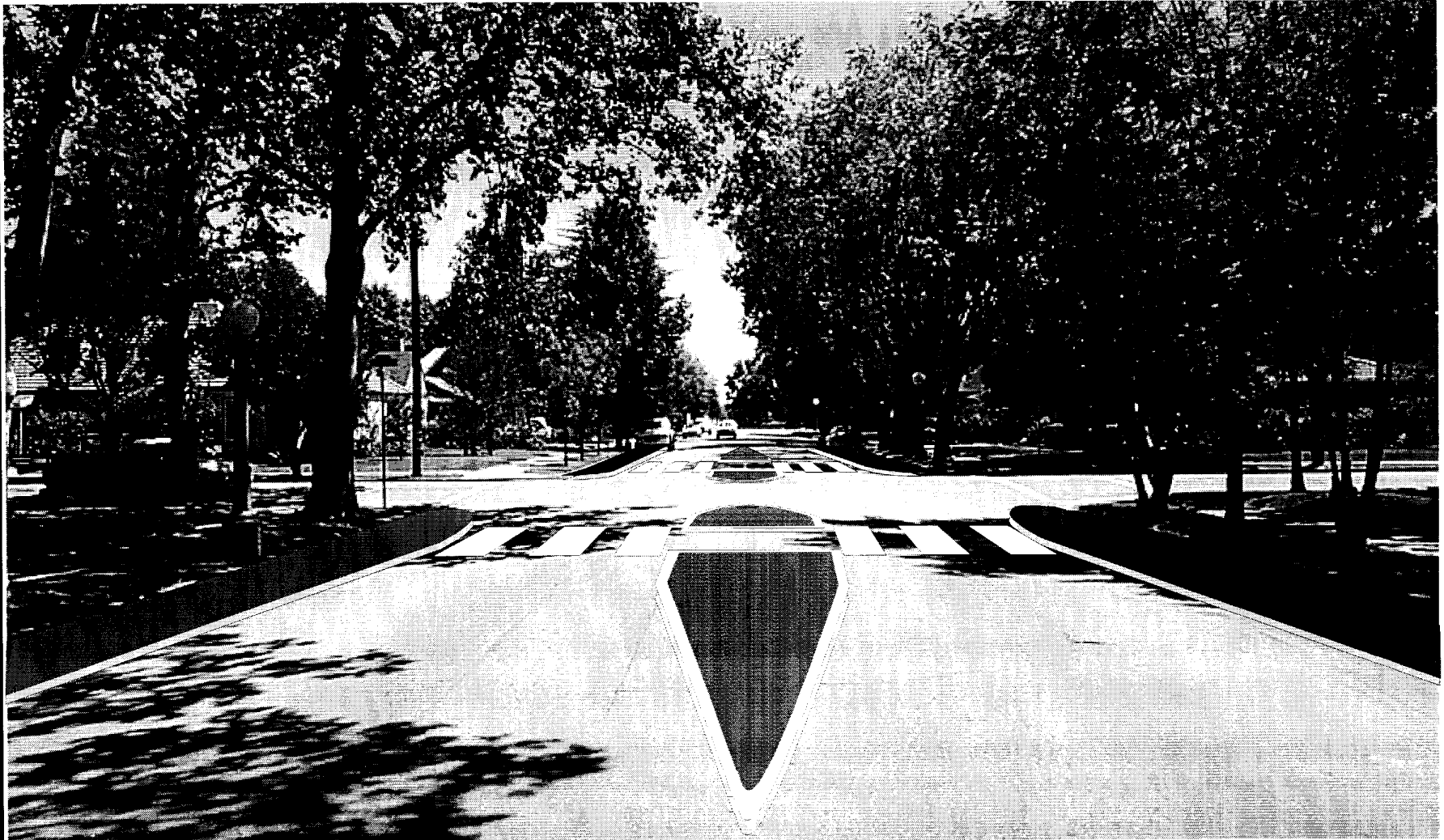
Exhibit I



Midblock Choker

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Exhibit J



Choker at Intersection with Pedestrian Refuge Island

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Exhibit K

RESOLUTION NO. 2002-221

A RESOLUTION OF THE LODI CITY COUNCIL AMENDING TRAFFIC
RESOLUTION NO. 97-148 BY APPROVING TRAFFIC CONTROL
MODIFICATIONS RESULTING FROM NEIGHBORHOOD TRAFFIC
STUDY IN THE AREA BOUNDED BY HAM LANE, HUTCHINS STREET,
LODI AVENUE, AND ELM STREET

=====

WHEREAS, based on public concerns and recent collisions, staff performed a neighborhood traffic study; and

WHEREAS, the study area includes all two-way yield-controlled, one-way or two-way stop-controlled intersections bounded by Ham Lane (west), Hutchins Street (east), Lodi Avenue (south), and Elm Street (north); and

WHEREAS, based on the results of the neighborhood study, and as shown on Exhibit A attached hereto, staff recommends that the City Council amend Section 2 of Traffic Resolution 97-148 approving the following changes:

- Rose Street and Oak Street - yield control to stop control
- Avena Avenue and Oak Street - yield control to stop control
- Sunset Drive and Oak Street - yield control to stop control
- Orange Avenue and Oak Street - yield control to stop control
- Crescent Avenue at Walnut Street - two-way to multi-way stop

NOW, THEREFORE, BE IT RESOLVED, that the Lodi City Council does hereby approve amending Section 2 of Traffic Resolution No. 97-148 approving the changes listed above.

Dated: November 6, 2002

I hereby certify that Resolution No. 2002-221 was passed and adopted by the City Council of the City of Lodi in a regular meeting held November 6, 2002, by the following vote:

AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Nakanishi, and Mayor Pennino

NOES: COUNCIL MEMBERS – None

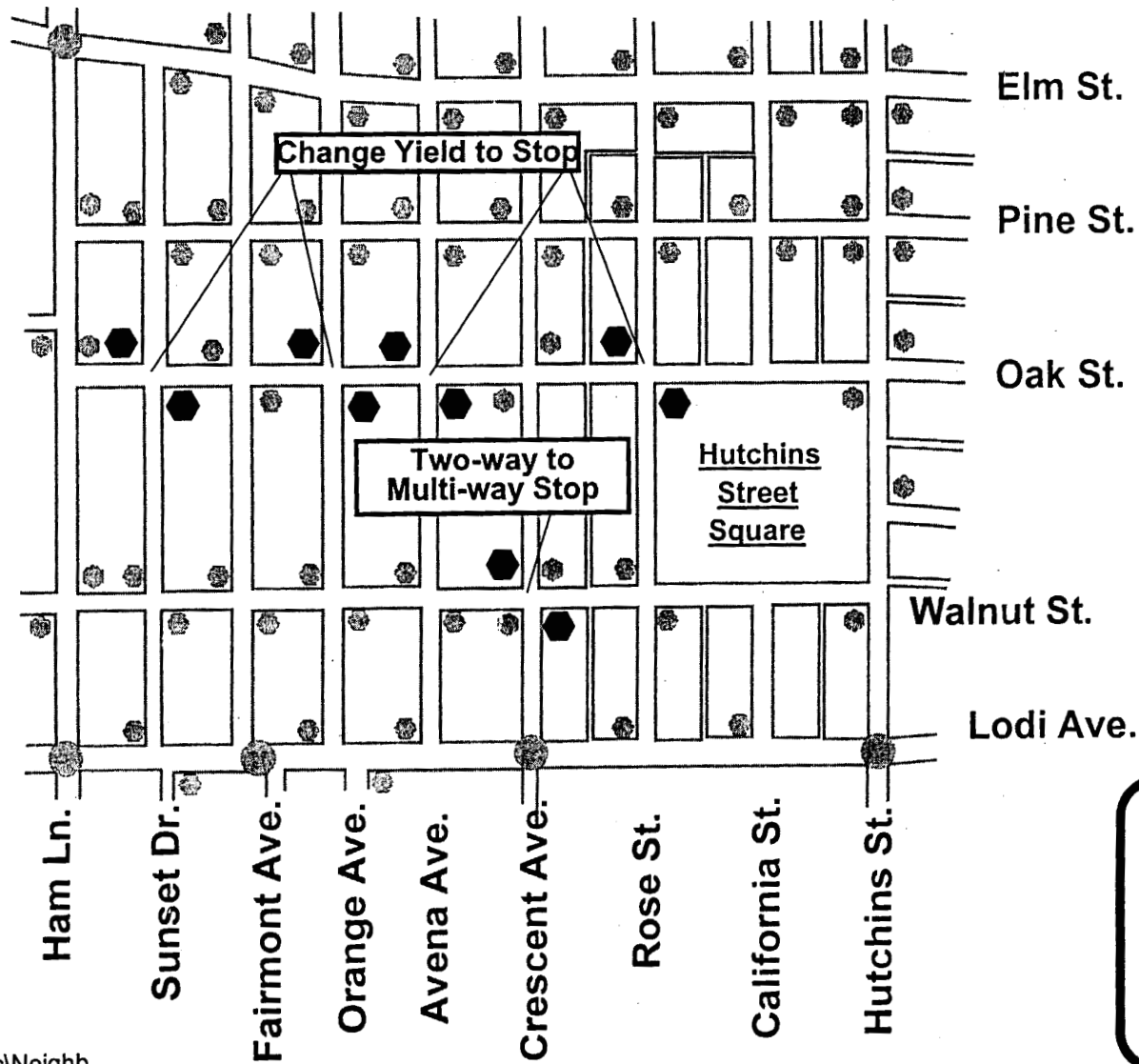
ABSENT: COUNCIL MEMBERS – None

ABSTAIN: COUNCIL MEMBERS – None


SUSAN J. BLACKSTON
City Clerk

NEIGHBORHOOD TRAFFIC STUDY

Proposed Measures



LEGEND

Traffic Control

- Traffic Signal
- Stop Sign

Exhibit A

1-1

Jennifer Perrin

From: Susan Blackston
Sent: Wednesday, November 06, 2002 11:32 AM
To: 'dgoni@courts.san-joaquin.ca.us'
Cc: City Council; Dixon Flynn; Randy Hays; Richard Prima
Subject: RE: Traffic Resolution 97-148 - Traffic Control Modifications

Dear De Ette Goni:

This reply is to confirm that your message was received by the City Clerk's Office and each member of the City Council. In addition, by copy of this e-mail, we have forwarded your message to the following departments for information, referral, or handling: 1) City Manager, 2) City Attorney, and 3) Public Works.

/s/ Susan J. Blackston, City Clerk

-----Original Message-----

From: dgoni@courts.san-joaquin.ca.us [mailto:dgoni@courts.san-joaquin.ca.us]
Sent: Wednesday, November 06, 2002 10:03 AM
To: Susan Blackston
Subject: Traffic Resolution 97-148 - Traffic Control Modifications

To: The Lodi City Council
From: De Ette Goni
715 W. Walnut Street, Lodi

Re: Traffic Resolution 97-148 - Traffic Control Modifications

I was a member of the focus group that participated in a traffic study in the area bounded by Ham Lane, Hutchins Street, Lodi Avenue, and Elm Street. I will be unable to attend tonight's City Council Meeting and would like to take this opportunity to express my support for the Public Works recommendations.

I support the following modifications:

Rose Street at Oak Street, yield to stop
Avena Avenue at Oak Street, yield to stop
Sunset Drive at Oak Street, yield to stop
Orange Avenue at Oak Street, yield to stop
Crescent Avenue at Walnut Street, two-way to multi-way stop

Thank you for taking the time to review this important issue. These modifications will help keep the citizens of Lodi safe.

✓ CC	HR
✓ CM	IS
✓ CA	LIB
CD	PR
EUD	PD
FIN	✓ PW
FD	COM

CITY COUNCIL

PHILLIP A. PENNINO, Mayor
SUSAN HITCHCOCK
Mayor Pro Tempore
EMILY HOWARD
KEITH LAND
ALAN S. NAKANISHI

CITY OF LODI
PUBLIC WORKS DEPARTMENT

CITY HALL, 221 WEST PINE STREET
P.O. BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 333-6706
FAX (209) 333-6710
EMAIL pwdept@lodi.gov
http://www.lodi.gov

H. DIXON FLYNN
City Manager
SUSAN J. BLACKSTON
City Clerk
RANDALL A. HAYS
City Attorney
RICHARD C. PRIMA, JR.
Public Works Director

October 31, 2002

Lodi High School
Principal Atterberry
3 S. Pacific Avenue
Lodi, CA 95242

Liberty High School
Principal Rivas
660 W. Walnut Street
Lodi, CA 95240

L.U.S.D. Police Services
Frank Biglow
1305 E. Vine Street
Lodi, CA 95240

SUBJECT: Adopt Resolution Amending Traffic Resolution 97-148 by Approving Traffic Control Modifications Resulting from Neighborhood Traffic Study in the Area Bounded by Ham Lane, Hutchins Street, Lodi Avenue, and Elm Street

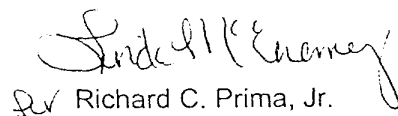
Enclosed is a copy of background information on an item on the City Council agenda of Wednesday, November 6, 2002. The meeting will be held at 7 p.m. in the City Council Chamber, Carnegie Forum, 305 West Pine Street.

This item is on the regular calendar for Council discussion. You are welcome to attend.

If you wish to write to the City Council, please address your letter to City Council, City of Lodi, P. O. Box 3006, Lodi, California, 95241-1910. Be sure to allow time for the mail. Or, you may hand-deliver the letter to City Hall, 221 West Pine Street.

If you wish to address the Council at the Council Meeting, be sure to fill out a speaker's card (available at the Carnegie Forum immediately prior to the start of the meeting) and give it to the City Clerk. If you have any questions about communicating with the Council, please contact Susan Blackston, City Clerk, at (209) 333-6702.

If you have any questions about the item itself, please call Paula Fernandez, Senior Traffic Engineer, at (209) 333-6800, extension 2667.


Richard C. Prima, Jr.
Public Works Director

RCP/pmf

Enclosure

cc: City Clerk
Focus Group Members
Interested Citizens

} mailing
Not
Attached

NCNEIGHBORHOODSTUDYHAMHUTCHINSLODIEM

Focus Group

MARNE SIMPSON
705 W OAK ST
LODI CA 95240

PETER BARTH
126 S CRESCENT AVE
LODI CA 95240

DEETTE JOHNSON
715 WALNUT ST
LODI CA 95240

RANDY & DAWN ADDINGTON
818 W PINE ST
LODI CA 95240

DONALD SCHWABAUER
141 S ROSE ST
LODI CA 95240

NEAL & CHRIS COLWELL
1101 W OAK ST
LODI CA 95240

CARLA COLE
POLICE DEPT

OFFICER CHUCK FROMM
POLICE DEPT

GINA MORAN
120 S CRESCENT AVE
LODI CA 95240

Interested Citizens

|||||
MAMIE STARR
LUSD
1305 E VINE ST
LODI CA 95240

|||||
MOLLIE NICKEL
114 S CRESCENT AVE
LODI CA 95240

|||||
JACQUELINE H BAZZARONI
226 S SUNSET DR
LODI CA 95240

|||||
GARY WIMAN
210 S SUNSET DR
LODI CA 95240

|||||
WELDON & ELAINE MOSS
26 S CRESCENT AVE
LODI CA 95240

|||||
DOUGLAS & PATRICIA PETERSON
131 S AVENA
LODI CA 95240

|||||
LAURA KARPEN
142 S SUNSET DR
LODI CA 95240

|||||
BRUCE HOPPERSTAD
805 W WALNUT ST
LODI CA 95240

|||||
BARBARA RAY
233 S SUNSET
LODI CA 95240

|||||
RICHARD A LING
9 N CALIFORNIA ST
LODI CA 95240

|||||
LELAND & VIVIAN CHOY
725 W WALNUT ST
LODI CA 95240

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BERNICE EVERETT
902 W OAK ST
LODI CA 95240

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CAROL CANEPA
131 S ORANGE
LODI CA 95240

|||||
GLEN & HELEH BLEHM
719 W WALNUT ST
LODI CA 95240

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MARY JANE EAST
105 S CRESCENT AVE
LODI CA 95240

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RICHARD & SHARON SALOMON
30 S ORANGE AVE
LODI CA 95240

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MIKE HIGGINS
130 S HAM LN
LODI CA 95242

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MALCOLM GOODELL
8 N ROSE ST
LODI CA 95240

|||||
CINDI HUFF
112 S SUNSET DR
LODI CA 95240

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JOHN E JOHNSON
106 S ORANGE AVE
LODI CA 95240

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HAL JONES
235 S HUTCHINS ST
LODI CA 95240

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ARLETA LEACH
905 W WALNUT ST
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BILL CORELL
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SANDRA MITCHELL
HUGH SADLER
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LODI CA 95240

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CURT JURAN
225 S AVENA AVE
LODI CA 95240

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KATHLEEN & PHILLIP CODY
201 S ORANGE AVE
LODI CA 95240

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KATHERINE J SPATHIS
600 W ELM ST
LODI CA 95240

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MICHAEL PRETZ
LODI FIRE DEPT
25 E PINE ST
LODI CA 95240

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TONI MAERZLUFT
603 W PINE ST
LODI CA 95240

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HUTCHINS STREET SQUARE
125 S HUTCHINS ST
LODI CA 95240

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PETER BARTH
126 S CRESCENT AVE
LODI CA 95240

|||||
RON & CAROLE ADDINGTON
920 W OAK ST
LODI CA 95240

|||||
STEVE & CAMMIE PLATH
210 S CRESCENT AVE
LODI CA 95240

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ELISE FORBES
132 S CRESCENT AVE
LODI CA 95240

|||||
GAIL COLLINS
125 S CRESCENT AVE
LODI CA 95240